

REDACTED COMMENTS

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FEEDBACK STARTS BELOW:

We support the proposals of the Neighbourhood Plan in respect of KS5.

The proposal to give Priority 1 to KS5 (the southern part) is strongly supported.

Highway Access from Stockbridge Road

(REF KS4/5) OPUS International examined the issues of surface water drainage and foul drainage. 9.2

With regard to surface water drainage, they reported that the site had good drainage and only a limited area was required to buffer the drainage. This would involve the creation of attenuation basin. Chalk, which underlies the site, has high permeability. 9.3 Foul drainage could not be investigated in detail but the Consultants reported that they did not expect to face any insuperable issues. The investigation of foul drainage requires the submission of a Section 98 request and this costs around £5000. 9.4 All of the land is situated in Flood Zone 1 where there is no risk of flooding.

(Ref KS5) The ecology practice, ECOSA, has been instructed and several surveys have been completed. No overriding issues have been identified but more survey work is required.

Highway Access from Muss Lane

We support the proposals for development on KS5. We believe that there should be a minimum of 14 dwellings and that the possibility of more development should be explored. 12.2 xxxx. 12.3 The development of KS5 has minimal impact upon the amenity of local residents and yet it adjoins the settlement edge. 12.4 It lies in a very sustainable location with good access especially for pedestrians and cyclists back to the heart of the village. 12.5 The highway access is achievable from Stockbridge Road and the highway proposals would bring benefits in terms of highway safety. 12.6 Custom build housing would bring high quality design and a wider range of housing to the village.

5.7 The Highway Consultant, Richard Parker, was commissioned to review the potential to use Muss Lane for highway access. It was concluded that this was not appropriate to serve even limited development. However, Muss Lane would offer both pedestrian and cycling access to the heart of the village including the local shop. The site is situated in a sustainable and pedestrian friendly location.

5.8 It is not possible to provide direct access to Winchester Road from KS5. 5.9 There is a suggestion in the Site Assessment Appendix 2.4 page 12 that Site SHELAA 80 could be combined with KS5 to “resolve some of the access issues”. The paper notes that these sites are in different ownership. 5.10 Discussions have been held with the owners of land identified as SHELAA 80. Any access from Winchester Road would raise its own issues. The connection to KS5 would require the access road to cross land that is not within either of the two sites. There is also the issue of “ransom”. The cost of this is likely to be greater than the cost of the access from Stockbridge Road. Besides any possible ‘ransom’, the site at SHELAA 80 would lose at least one plot to facilitate the access.

The Landscape Analysis prepared by Sue Sutherland Associates demonstrated that the landscape impact from wider views was not significant over most of both sites KS4 and KS5 and any impact could be mitigated by new planting. This document has not been submitted because it was prepared to support the development of 28 dwellings and it has not been updated in respect of the lesser development. 3.2 An area of land was identified where development should be avoided. It was considered that other views could be protected by new planting on the north eastern boundary and within the scheme. 3.3 It is considered that the site could accommodate more than 12/14 dwellings. The Neighbourhood Plan study concludes that sites that fall in the “Medium Development Scale” can support “5-14 dwellings Comprising detached, semi detached or terraced buildings”.

6.1 Two layouts have been prepared by Thrive Architects. The Neighbourhood Plan proposes that 5-14 units with 25% affordable would be preferred at the lower part of the site. It is evident that this number can be accommodated on the site. However, it is necessary to provide at least 14 units to ensure that the scheme is viable.

6.2 The development of the site for some self build or custom build plots would help to off set the cost issues. The latest advice from the Borough Council is that there are 74 people on its Self Build/Custom Build Register and that there are no sites allocated for this use in the Borough. The Borough Council is required to provide sites for this purpose.

XXX commissioned the Highway Consultant, Richard Parker, to examine highway issues. His Report is attached.

5.2 The discussions with the highway authority confirmed that the provision of highway access from Stockbridge Road was achievable. In the course of discussions with the highway authority it was agreed that the access point should be situated in a central position along the frontage of the site to maximise visibility. 5.3 The provision of the access point in this position could require the removal of a short section of hedgeline although there appears to be scope to realign the highway northwards to minimize the loss of hedging. The central position ensures that there is no need to fell any trees. The ecological survey confirmed that the hedge had limited value. 5.4 The highway access from Stockbridge Road would provide significant benefits. The scheme would include moving the 30mph sign northwards and providing a "Village Entrance Feature" which would slow traffic and thereby improve safety. 5.5 There has been a suggestion by the highway authority that an improved footpath link should be provided to the Cemetery. This could involve some form of crossing of Stockbridge Road could be provided (details to be agreed). 5.6 The proposal to restrict the housing development to the southern part of the site does mean that the access from Stockbridge Road would require the provision of a significant length of road to serve the development. Although this is an expensive requirement it would not undermine the scheme provided that a minimum of 12/14 dwellings was agreed. Obviously, additional development would assist the viability of the development.

The Neighbourhood Plan places emphasis on the importance of good design. The Plan includes design guidance. It is noted that there is a preference for traditional designs which reflect the characteristics of the area. XXXXX.

7.2 Custom build developments must be developed in accordance with specific design guidance. The concept enables people to design their own homes but they are constructed by a builder unlike self build.

KS4 and KS5 are in a very sustainable location. It would be possible to walk back along Muss Lane to the centre of the village and past the local shop. It is also possible to provide pedestrian access to Winchester Road via Spencers Farm. Footpath links can be provided to the Recreation Ground. 8.2 The southern part of the site adjoins the Public Right of Way which also provides access to the village and the countryside. Page 5 Prepared by Bryan Jzeph Consultancy Ltd 8.3 The site is well related to the village and, yet, it has very limited impact upon existing residents. Most of the existing housing is separated from the proposed development by trees and hedges and the existing Recreation ground.

Highway Access from Winchester Road

2.2 It is noted that there is a reference on Table 1 that states:- "Site was thought to have potential for more dwellings than identified in the original analysis. To be taken forward for further analysis" (Table 1)

2.3 sites of KS4 and KS5 could provide at least 28 dwellings. A revised schematic layout is attached (BRA160927 CMP-01). This demonstrates that the development of at least 12/14 dwellings can be accommodated in the lower part of the site.